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NEW RAILROAD BRIDGE CONSTRUCTION TECHNIQUE
HA NOI, NORTH VIETNAM
2104N 10555E1. SIGNIFICANCE:



THIS BRIEFING BOARD PORTRAYS A NEW TYPE OF RAILROAD BRIDGE CONSTRUCTION WHICH MAY ALSO SERVE AS A NEW BRIDGE SERVICEABILITY DECEPTION TECHNIQUE.

2. LOCATION:

THE HA NOI RAILROAD BRIDGE OVER THE SONG DUONG  IS
LOCATED FOUR NM NORTHEAST OF HA NOI.

25X1

3. MISSION READOUT:

 SHOWS CONSTRUCTION CONTINUING ON THIS RAILROAD BRIDGE WHICH BY-PASSES THE HA NOI RAILROAD AND HIGHWAY BRIDGE OVER THE SONG DUONG  FIRST OBSERVED UNDER CONSTRUCTION IN JULY 1966, THE BRIDGE IS NEARING COMPLETION; ALL PIERS ARE IN PLACE AND THE APPROACH TRACK IS LAID WITH THE EXCEPTION OF A FIVE HUNDRED FOOT SEGMENT ON THE SOUTH BANK.

THE UNUSUAL DESIGN OF THE APPROACHES, PIERS, AND ABUTMENTS SUGGESTS THE POSSIBILITY OF A NEW CONSTRUCTION/REPAIR/SERVICEABILITY DECEPTION TECHNIQUE. DOUBLE GANTRY CRANES ARE LOCATED ON RAIL/CABLE WAYS (EACH APPROXIMATELY THREE HUNDRED SIXTY FEET IN LENGTH) AT EACH END OF THE BRIDGE. THE PIERS CONSIST OF TWO LATTICE-TYPE TOWERS WITH CROSS MEMBER DECK SUPPORTS. THE APEXES OF THE PIERS ARE SEPARATED APPROXIMATELY

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completed

GROUP 1
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X1

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[REDACTED] WHICH IS THE SAME WIDTH AS THE GANTRY WAY.

AN ANALYSIS OF THE SHADOW INDICATES THAT THE LATTICE-TYPE TOWERS EXTEND ABOVE THE CROSS MEMBERS THE SAME DISTANCE THAT THE GANTRY WAY EXTENDS ABOVE THE RAILBED. A PROBABLE CABLE ANCHORAGE EXCAVATION IS LOCATED AT THE END OF THE GANTRY WAY ON THE SOUTH BANK. THE RAILROAD TRACK IS OFFSET WITHIN THE GANTRY WAY, AND ALTHOUGH THIS MAY INDICATE A DUAL PURPOSE RAILROAD/ROAD BRIDGE, THE AREA COULD BE UTILIZED FOR TEMPORARY STORAGE OF THE DECK SECTIONS. IF THE GANTRY CRANES ARE DESIGNED TO RIDE ON CABLES, THEY WOULD SIGNIFICANTLY EXPEDITE EMPLACEMENT AND REMOVAL OF THE DECK SECTIONS FOR MAINTENANCE OR TO MAINTAIN THE DECEPTION OF UNSERVICEABILITY NOW EMPLOYED AT SEVERAL OTHER BY-PASS BRIDGES IN NORTH VIETNAM.

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